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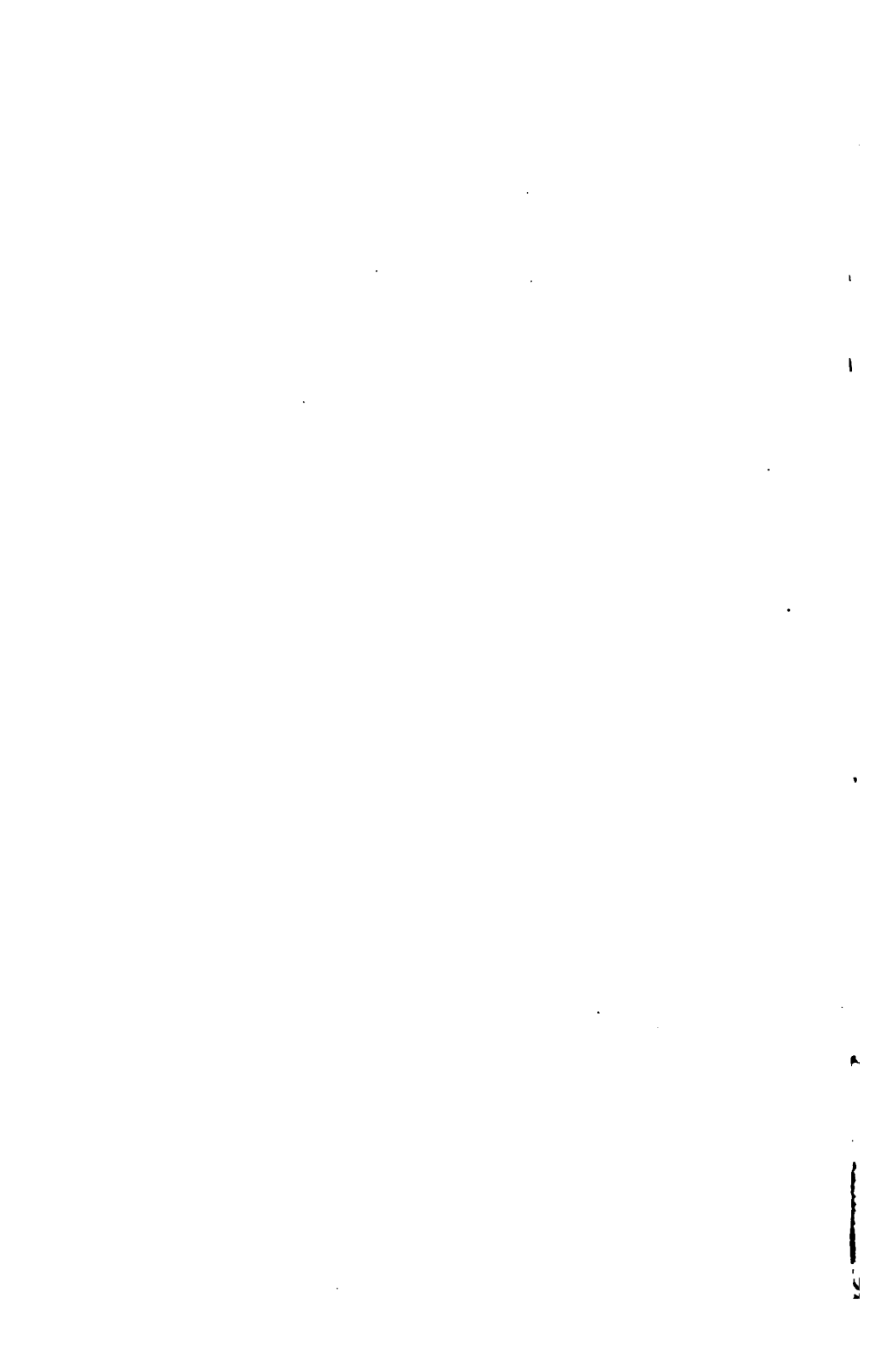
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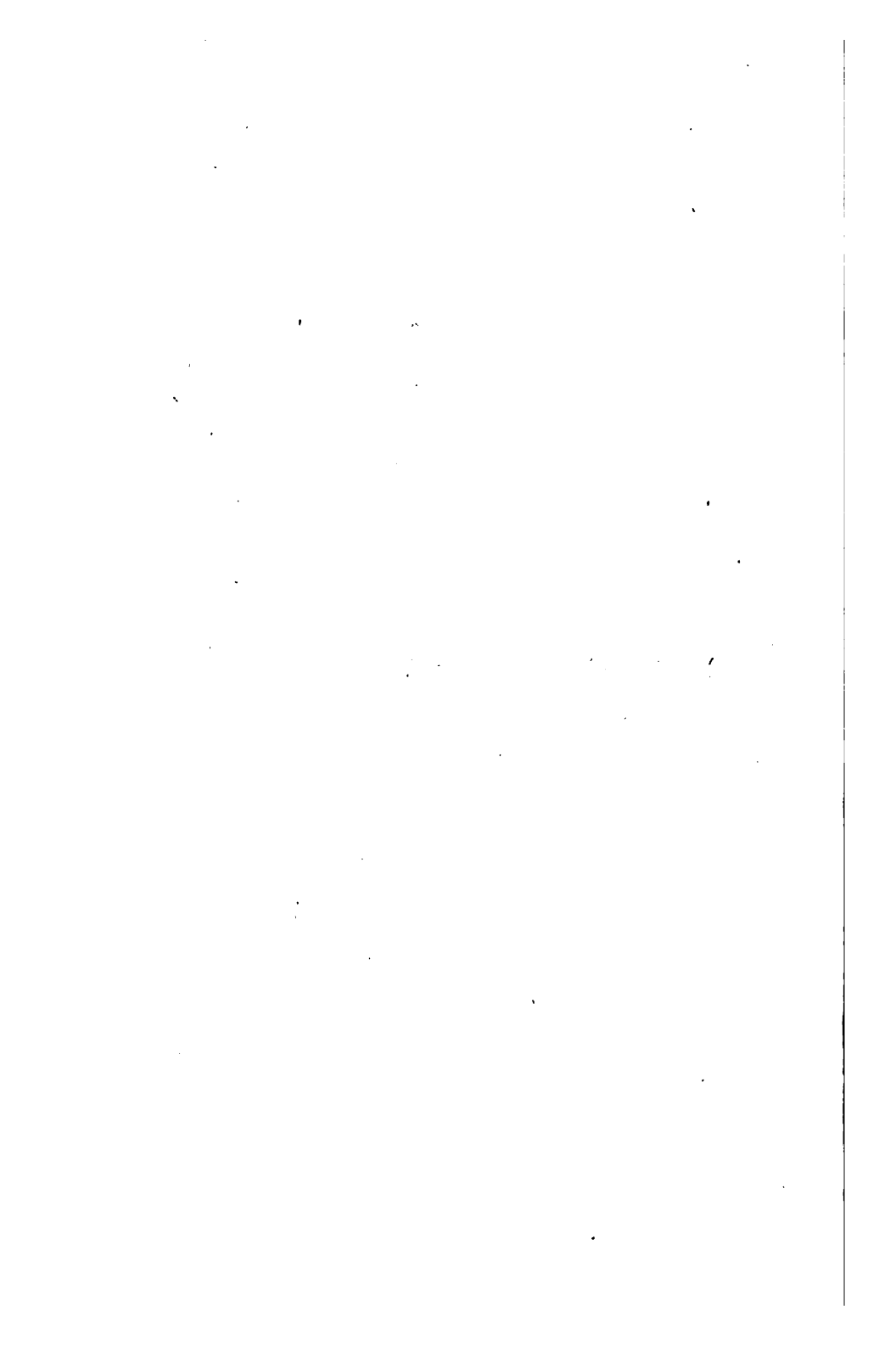
PROCEEDINGS
OF THE
ST. LOUIS
CHAMBER OF COMMERCE,
IN RELATION TO THE
IMPROVEMENT OF THE NAVIGATION
OF THE
MISSISSIPPI RIVER.
AND ITS
PRINCIPAL TRIBUTARIES AND THE ST. LOUIS
HARBOR.

WITH A STATEMENT SUBMITTED BY
A. B. CHAMBERS,
To the Chamber.

ST. LOUIS:

Printed by Chambers & Kesson—Republican Office.

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Officers of the St. Louis Chamber of Commerce.

WAYMAN CROW, *President.*

GEO. K. MCGUNNEGLE, *Vice President.*

F. L. RIDGELY, *Secretary and Treasurer.*

COMMITTEE OF APPEALS, FOR 1842.

J. D. DAGGETT,
N. E. JANNEY,
H. L. HOFFMAN,

JOHN STAGG,
GEO. K. BUDD,
WM. GLASGOW.

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CHAMBER OF COMMERCE,
St. Louis, February 23, 1842. }

At a meeting of the Chamber, held on the evening of the 1st, the following preamble and resolutions were offered and unanimously adopted:

WHEREAS the further improvement of the harbor of St. Louis, and the navigation of the Mississippi river and its principal tributaries, are matters of deep interest to this community and to the whole West, and, whereas, it has been represented to this Chamber, that our fellow-citizen A. B. Chambers, Esq., has been for some time engaged, and is yet employed in collecting and arranging much important information relating to these subjects, and to the trade, commerce and improvement of St. Louis. Therefore, be it

Resolved, that a select committee of five be appointed by the President to wait upon A. B. Chambers, Esq., and request of him to submit for the consideration of this Chamber, a statement of such facts and information as he may have collected and arranged, relating to the subjects referred to.

Resolved, that said committee be requested to give such aid and information as may be in their power, towards perfecting the statements, statistical tables, &c., as are or may be in progress of arrangement by Mr. Chambers, and that they make a report thereof to an adjourned meeting of this Chamber, to be held on Tuesday evening next.

The President appointed as the committee of five, under first resolution:

Messrs. JOHN D. DAGGETT, Chairman,

" W. D. BARRETT,

" G. K. BUDD,

" N. E. J. KNEY,

" W. M. MORRISON.

F. L. RIDGELY, Sec. C. of C.

CHAMBER OF COMMERCE,
St. Louis, February 3, 1842. }

At a meeting of the Chamber, held this evening, the committee appointed at the last meeting submit the following report and resolution, and also the statement of Mr. Chambers, which, after having been read and examined, were unanimously adopted.

F. L. RIDGELY, Sec. C. of C.

TO THE PRESIDENT OF THE CHAMBER OF COMMERCE,

Sir—Your select committee, appointed under a resolution of the 1st instant, requiring them to request of A. B. Chambers, Esq., for the consideration of this Chamber, a statement of such statistical tables and other information, as he may have collected and arranged in relation to the trade of St. Louis, and this portion of the valley of the Mississippi, and as would have the effect to promote the interests of said trade by being used in such manner as to induce the improvement of the Mississippi river and its principal tributaries, and also to afford Mr. Chambers such aid and information as they might be able to give towards perfecting such statements, and to report the same to this Chamber, beg leave to

R E P O R T,

That they have conferred with Mr. Chambers, as will appear by reference to the subjoined correspondence between the chairman of your committee and A. B. Chambers, Esq., which latter gentleman has very cheerfully furnished your committee a lengthy and able exhibit of the commerce of our City and adjacent country, and embracing a large amount of valuable and interesting information, upon the general accuracy of which your committee rely implicitly; not only from the fact that they very carefully consulted upon and revised the statistics, but in many cases, the aggregate amounts were supported by individual items, fully bearing out the correctness of the former; and your committee embrace this opportunity of expressing their acknowledgments to Mr. Chambers for the care and labor evidently bestowed upon the work by him, as well as for the facilities afforded the committee in presenting them to the Chamber.

Your committee in conclusion, herewith submit for the consideration of the Chamber the statistics, &c., above referred to, together with the correspondence between the committee and Mr. Chambers, also referred to; and recommend the adoption of the following resolution:

Resolved, that the President of this Chamber be, and he is hereby requested to transmit one copy of this report to the President of the United States, also one copy of the same to each of the heads of Departments at Washington City, and one to each Senator and Representative in Congress.

All of which is respectfully submitted.

JOHN D. DAGGETT, GEO. K. BUDD, WM. M. MORRISON, N. E. JANNEY, W. D. BARRETT,	}	COMMITTEE.
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St. Louis, February 8, 1842.

St. Louis, February 2d, 1842.

SIR,—The Chamber of Commerce of this city has been informed that you were compiling from official documents and other sources, statistics of the trade and commerce of St. Louis, for the laudable purpose of showing to the Congress of the United States the great and pressing necessity of their taking some action to cause the navigation of the Mississippi river and its principal tributaries, as well as the harbor of St. Louis to be improved, and thereby to prevent the great loss of property, which must necessarily take place on those rivers, if nothing is done to improve their navigation.

At a meeting of the Chamber on the 1st instant, the undersigned were appointed a committee to confer with you in reference to these statistics, and, with your permission, to examine and lay them before the Chamber for such action as to it may deem advisable.

The undersigned will therefore wait on you in reference to this subject, at such time and place, as will best suit your convenience.

We annex you a copy of the resolutions under which we act, and remain

Very respectfully yours, &c.,

JOHN D. DAGGETT, GEO. K. BUDD, WM. M. MORRISON, N. E. JANNEY, W. D. BARRETT,	}	COMMITTEE.
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To A. B. CHAMBERS, Esq, present.

St. Louis, February 3, 1842.

TO THE COMMITTEE OF THE CHAMBER OF COMMERCE, St. Louis,

Gentlemen:—Your note of this date with a copy of the resolution of the Chamber of Commerce of St. Louis, have been received.

It will afford me pleasure to submit the statistics I have collected, in relation to the trade of St. Louis, and the necessity of improving the navigation of the Mississippi and its principal tributaries, and also the harbor of St. Louis, to you at such time as will best suit your convenience, and shall be pleased, if thought to merit attention, to have them submitted to the Chamber.

Very respectfully yours, &c.,

A. B. CHAMBERS.

TO THE PRESIDENT AND MEMBERS OF THE ST. LOUIS CHAM-
BER OF COMMERCE,

Gentlemen—In November last I wrote and published in the "Missouri Republican," an article concerning the improvement of the Mississippi and Missouri rivers, having more particular reference to the necessity of freeing the channels of those rivers from *snags*. I then flattered myself, that the exhibit which was made of the extent of the trade on those streams, the losses which had been sustained by the snagging of boats, the population and States interested would have had the effect of awakening the attention of the national legislature to the subject, and of securing that consideration which the public welfare, the growing population and the increasing trade of the West demanded. Those hopes have not been fully realized, but there is reason to believe, that the spirit of enquiry has been awakened in the public mind, and, to some extent, on the part of the representatives of the West in Congress. Repeated demands have been made for the facts embodied in that article, which could not be supplied, the publication having been exhausted immediately after its appearance. At the instance of his Honor the Mayor and the officers of the Insurance Companies in this city, I have attempted to re-embody the facts then given, with such additional statistics, arguments and reflections as I have been enabled to collect, which are here presented.

I am highly gratified, that an opportunity has been afforded me, through a committee of your Chamber, to submit to your scrutiny and approval, or correction, the facts which I have collected. It will be seen that, from the absence of official information, as to the extent and importance of the internal trade of the West, I have, in most instances, been compelled to resort to individuals for facts; and, whilst I take pleasure in acknowledging a general disposition on the part of the business men of the city, to give all aid to my inquiries, I am compelled to confess the impossibility of arriving at complete statements in any case. Of the correctness of the information thus obtained, the Chamber will be able to judge. I am, moreover, gratified at the opportunity of having my statements examined, and, if believed to be erroneous in any particular, corrected. It has been my desire to present *facts*

as they are, neither magnifying the extent of our trade, nor the dangers and losses occurring on our rivers, but fairly and honestly to state the truth, as I feel conscious that the *whole truth* is all that is necessary to be laid before the public, or the national legislature.

Your action upon this subject, I trust, will have a wholesome influence in awakening public attention to it. I have long seen that the efforts of a single individual, however strong the facts by which he might be supported, were not sufficient to arrest the attention of the people, and of the public functionaries. The VALLEY OF THE MISSISSIPPI has grown up in population and wealth by her own unaided advantages; and the work has been so rapid, yet so imperceptible, that ere the world was aware of the fact that the red man has disappeared from his native wilds—a white population, numbering many millions, are inhabiting their lands—combining intelligence and industry, and enjoying many of the luxuries of societies of longer standing. There being no *Home Department* connected with the general Government, and no means by which the multifarious ramifications of the inland trade can be known—as nearly everything that can be ascertained must be gathered from partial statements or from personal observation—the commerce of the Valley of the Mississippi has grown to an extent which astonishes even the most intelligent of those who daily mingle in it. From the paucity of means to arrive at any thing like a just estimate of its extent or influence, or of the dangers to which it is subject—a fact which says but little for the patronizing care of that government which, by the constitution, is invested with the exclusive power of regulating the commerce between the States—it is hardly matter of astonishment, much less of complaint, that our representatives in Congress, and other functionaries of the government, should be ignorant of the obstacles to, and careless about the protection of this trade. What the merchant, who is in daily connection with the trade, does not know, it is not to be expected that the Representative who, personally, is seldom brought in contact with it, should know. But the existence of this fact, the magnitude of the interests involved, and the lamentable ignorance which prevails, would seem imperatively to demand that Congress should provide some means by which this state of things might be remedied in future. Indeed, without information of this character, gathered from official sources, it is impossible for the press,

which should be the right arm of the people in securing attention to their wants, to accomplish anything; and I trust that the day is not distant when the force of public sentiment will awaken the attention of Congress to the propriety of establishing some system by which the statistics of our internal commerce may be collected and preserved.

In the consideration of this subject, I assume this position. *That the improvement of the Mississippi river and its principal tributaries, by the removal of the snags and whatever else may impede or obstruct the navigation, is a NATIONAL WORK—that the extent of territory, population, trade, and various interests dependent upon it, imperatively require that the work of improvement should be immediately commenced and vigorously prosecuted to its completion.*

Before proceeding to consider the facts which I will adduce in support of this position, it may be well, for the information of those who have not visited the west, to state the character and source of the principal impediment to the safe navigation of the Mississippi and Missouri rivers, remarking that the Ohio and Illinois are comparatively free from dangers of this description, as is also the Mississippi above the mouth of the Missouri.

The bed and banks of the Mississippi and Missouri are composed of sand or alluvial deposits, which readily yield to the action of the stream, and frequent and repeated changes take place in the bed or channel of those rivers. The banks are mostly covered with large trees. When the direction of the river, by any obstruction in its bed, or by a rise, is changed, the banks wash away, and the trees fall in and are carried off by the stream. The sand and earthy substances adhering to the roots, after a time, cause that part to sink, anchoring it fast in the stream; a deposit of sand is immediately formed around the roots by the eddy created by the obstruction, and the channel is forced in another direction. In process of time, the branches of the tree are worn or broken off by the action of the water, ice, &c., leaving nothing but the stem, presenting up or down stream, just as it may have happened to sink, a sharp point. Some settle or sink so that the point is a few feet below the surface of the water at its lowest stage; others settle so that the point appears, or makes a break on the surface of the water; and others, again, are elevated above the highest water mark. The first are the most dangerous, as they cannot be seen,

and the pilot often knows nothing of them until the boat strikes. The second class are dangerous, especially in the night, in a fog, or in various stages of the water. The third class but seldom do injury, and rarely to any thing but the upper parts of the vessel. A boat under full headway, loaded, strikes the sharp point of one of these snags—a hole is made in her hull, her planks are torn off, her timbers broken and she sinks—sometimes drowning a number of her passengers or crew, and always destroying or damaging the cargo.

These snags are to be found in almost every part of the river, but they accumulate in greater numbers in bends, or where the current is obstructed by islands or sand bars. The pilots, generally, are perfectly familiar with every part of the river, knowing it as well as a boy does the way to his school house, yet their knowledge and skill do not at all times avail them. These snags, and other causes, divert the current, and the pilot is compelled to steer accordingly, and when he least thinks he is in danger, his boat strikes a snag, of which he is ignorant, and is lost. They also accumulate in great numbers where the channel is most obstructed, and instances have occurred on the Missouri, where boats were actually fenced in by them. Last summer, a boat ascended the Missouri and on her return, the water having fallen, the Captain was compelled to send his hands out and cut his way through the snags, there not being room to navigate between them. A channel, if well opened and kept open a short time, will remain so, for the water always deepens that part of it, and every snag on the sides, contributes to throw the water into the channel.

By the use of the snag boats and their machinery, the snags are easily removed. Such is the construction and force of these boats that they drive under the elevated point of the snag, and with the machinery lift it up on the boat; it is cut into small pieces, which float off, and the stump is removed to some place out of the bed of the river. A single boat (such as Capt. Shreeve has lately used) will ordinarily take out twenty per day. To work the boat and machinery requires a crew of about fifty. In all respects, except repairs, which thus far have been but trifling, the cost of fuel, provisions, hire of hands, &c. and that of boat, are about the same as on ordinary boats, say from \$50 to \$70 per day. They are employed whenever the river is low, and when prevented from working either by ice or high water, the

hands might be discharged and the boats laid up. In high water, however, they could be profitably employed in preventing the sinking of trees in the channel, and in removing any sudden obstructions at points where they are most likely to occur. As Capt. Shreeve has long been connected with these boats, we presume his statement as to the cost will be deemed sufficient, as none are more competent to form a correct opinion. I subjoin an extract of a letter, dated January 23th, 1842. He says—

“The snag boats with their whole outfit, have cost from twenty-five to twenty-six thousand dollars. The expense of working one of these boats, including wages, subsistence, engine, stores, fuel, contingent expenses, &c., about \$2,000 per month. The average work of one boat per day is about 20 snags removed from the bed or channel of the river.”

The whole expense, then, of keeping one boat employed, may be fairly set down as not exceeding \$2,000 a month, or for a season say of seven months, about \$15,000; yet this sum, as will be shown hereafter, would not amount to one per cent. on the losses sustained, and this too when it is not a difficult or impossible matter to render the navigation of our rivers entirely safe from snags. An experienced and intelligent captain of a Missouri boat, who made more trips last year on that river, than any other captain, assures us, that for \$100,000 and with the use of one of the snag boats, he would remove every snag, so as to open and keep open, a safe and good channel from the mouth of the Missouri to the Council Bluffs, a distance of 700 miles, and that he would obligate himself to keep the same open for a period of several years.

At *Hat Island*, in the Mississippi, above the Ohio, during last fall, you might stand, and within the eye's range, count the wrecks of nine boats, each a total loss; yet I have been informed by several pilots, that less than a month's work of one of the snag boats, at the proper season, would have rendered this as safe as any other part of the river!

At the head of *Turkey Island*, the Oregon and two or three other boats were lost, and it is considered a dangerous part of the river; but it is the opinion of a number of boatmen, with whom I have conversed, that to remove all danger would not cost, with the aid of a snag boat, exceeding \$300.

I have assumed the position, that the removal of the snags and other impediments in these rivers, is a national work, and should be performed at the cost of the nation.

It cannot require argument to demonstrate the correctness of this position. The Mississippi and Missouri have been declared *national highways*, and there may be seen floating on them, boats, freight and persons from more than half the States in the Union. No State, if she possessed the means and had the inclination, dare interfere with the channels of these rivers. The only question, and of that there ought to be none when all the facts are known, is, whether the extent of interest demands the prompt aid of the government in removing the obstacles to navigation. That it does, I will attempt to prove beyond a doubt.

I will here insert a table of the States and territories which are directly interested in this work, with a list of some of their leading agricultural products, as given by the returns of the U. S. Marshals for 1840:

Names of STATES.	Population.	Wheat—bush.	Corn—bushels.	Other grains— bushels.	Potatoes—bush.	Horses, mules, neat cattle, sheep and hogs
Ohio,	1,516,087	16,214,260	33,954,162	14,882,549	5,600,566	5,542,823
Kentucky,	778,783	4,803,152	32,847,120	8,503,007	1,055,082	5,562,725
Indiana,	685,866	4,154,256	28,008,051	6,078,494	1,548,190	2,112,259
Illinois,	476,184	2,740,380	22,116,627	4,789,877	1,956,387	2,572,123
Tennessee,	826,510	4,547,273	4,467,349	6,878,094	2,373,034	4,643,775
Mississippi,	375,951	196,576	13,161,231	614,307	1,538,628	1,866,499
Louisiana,	444,170	105	5,900,473	111,825	845,985	892,516
Arkansas,	97,574	112,200	3,331,149	173,650	290,887	608,516
Missouri,	383,702	946,077	15,591,432	2,026,576	684,491	1,856,499
Iowa,	48,035	154,787	1,326,241	2,7128	224,063	168,495
Wisconsin,	20,752	212,116	379,359	430,195	419,608	90,849
	5,672,893	34,081,022	206,683,194	44,809,002	16,547,273	26,852,093

I have enumerated nothing but the leading products of the agriculturalists, and in several of the States, as for instance, in Mississippi, Louisiana, Tennessee and Arkansas, cotton and sugar are of the largest staples. In Tennessee, Kentucky, Missouri and Illinois, tobacco is a principal item. It would have swelled the table too much to have included all.

The manufactured articles imported into and exported from the States above enumerated, would constitute a sum far greater than the value of the items embraced in the table. When it is remembered that not one-tenth part of the land in these States has been brought into cultivation, it will readily be admitted that the present exhibit falls vastly short of the ultimate production of this rapidly growing country.

I might have included in the above list, a part of Virginia and Pennsylvania, but my object has been to give some idea of the magnitude of the inland trade now carried on upon the western waters—some conception of which can be formed from the population and resources of the States bordering upon them.

Here, then, may be said to be nearly six millions of people, residing in nine States and two Territories, whose interests are directly involved in this improvement. Whatever they may export, and whatever they import, must pass along some part of these waters, and the charges on them are necessarily increased or diminished as the navigation is safe or insecure. Unfortunately, there exist no data by which to arrive with certainty, at the extent of trade of these States. The internal commerce of the west has been suffered to grow up without any record being preserved of its progress. Millions of dollars worth of property are daily passing from one portion of this great valley to another, and yet the official functionaries of the government are as ignorant of the fact and of the amount, as they are of the trade of the Rhine. It is certainly a cause of much regret that this should be so.

But the States above enumerated are by no means all that are affected by the existing impediments to navigation. The merchants and manufacturers of the Atlantic, whose merchandize and fabrics are imported into the west to the extent of many millions annually, are also involved in the consequences. Whatever adds to the insecurity of navigation, or to the wear and tear of boats, increases the cost of transportation.

Gentlemen familiar with the river, estimate the advance of freights, by reason of the dangers and difficulties of navigation, at ten per cent. The losses sustained by the Insurance Companies, as will be made manifest hereafter, will show that this estimate is not extravagant. A boat on the western waters is not expected to run, as a safe boat, more than four or five seasons, and the average is probably less. Now if we put the actual increased charge of freights, insurance, &c. at one per cent. on the amounts transported, it will be seen that a *tariff* has been imposed upon the consumers of the west, exceeding the tariff duties on the same persons for the benefit of the government; and what adds to the evil of this tariff is, that it falls alike on their imports and exports—upon what they buy as well as what they sell. This, too, be it

remembered, is a charge which results in no benefit to any one, but is an actual loss to the aggregate wealth of the country.

The Mississippi and its tributaries water an area of many millions of acres. Hundreds of thousands of persons are annually passing along them, and millions of property are constantly at risk upon them, and more than six millions of persons are directly interested in the safety and cheapness of the navigation; yet with all these facts before us, we find that its improvement occupies no portion of the attention of the general government. In the report of the Topographical Bureau for 1842, we find estimates for the removal of obstructions from the mouths of creeks, rivers, bays and harbors—extending from Mobile all round the southern, eastern and northern lines of the United States, to Chicago harbor on Lake Michigan, which have been recommended by the head of the appropriate department, and appropriations asked for; but not one dollar is asked, or an estimate submitted for the Mississippi, the “great artery” of the west—the thoroughfare for more than six millions of people, and for more than two hundred millions of property! We do not pretend to question the propriety of the appropriations asked for, but we allude to the fact, and to the absence of all estimates for the Mississippi and its principal tributaries, as evidence either of culpable ignorance of the necessities of the people, or of great neglect of their wants on the part of the government.

With the exception of the Delaware and the improvement of Buffalo Harbor, not one of all the works for which estimates have been submitted, can compare in amount with the trade of St. Louis alone. The extent of property at any time at risk or lost within the year at any of these harbors or rivers, will fall vastly below what this city has sustained on the Mississippi. Why the West is thus neglected, her interests slighted and her trade encumbered, is left for those better informed to explain.

As remarked, it is impossible to give, from information within our reach, an accurate statement of the commerce of the Valley of the Mississippi; I am enabled, however, to give a few statistics in relation to the trade of St. Louis, which will serve to show something of the extent of the demand now made upon the attention and aid of the U. S. Government, and the justice of that claim. Whilst these facts will show to all reflecting minds the rapid and extraordinary develop-

ments of the country, of which this city constitutes the commercial capital; and the pressing necessity for an immediate improvement of the thoroughfares through which this trade passes; it will also show something of the extent of the claim of the people of that city upon the Government to improve their harbor—a work which their own energies and capital could accomplish, if they had jurisdiction over the entire river fronting the city.

St. Louis, as a town, is of long standing, but her commercial importance is of recent date. Up to the year 1836 or '7 she was but little more than a trading village. Her population in 1830 was 5852; in 1833, 6397; in 1837, 12,040, and, including the suburbs, which now are embraced in the city limits, 14,253; it is now rising of 30,000. The following extract from the report of Martin Thomas, Esq., made in December last, will show her progress in improvements and in manufactures.

“There has been made at St. Louis in the year 1841 upwards of thirty millions of bricks—twenty-five of which have been sold and used in building in the city. There are nine steam saw mills in St. Louis, which cut about eight millions of feet of lumber per annum—oak, walnut, maple, &c. There are three mills for planing boards, two white lead factories, three oil mills, six merchant flour mills, which can grind about eighty thousand barrels of flour per annum. Many other minor manufactures are in successful operation.”—*(See Appendix A.)*

By an act of the last legislature, the limits of the city were extended, embracing about five miles front on the river, and extending back at the deepest point, about two miles. It is foreign to our purpose to enter into a statement of the improvements, manufactures, &c. &c. of the city, our object being only to show something of her commerce. It may be observed, that the trade of the States of Illinois, Missouri, and parts of Arkansas, the territories of Iowa and Wisconsin, centre at this point, and the commerce of the city may be considered as made up from these states and Territories. It is also necessary to remark, that in obtaining statements, I have been compelled to resort to the books of the merchants, chartered companies, &c. for the facts, there being no office at which information of this character is collected and preserved. The statements which are subjoined may be relied upon as fully as if taken from official returns, for they are

furnished by gentlemen who are engaged in business and have no motive to misrepresent.

We commence by taking the total amount of Marine Insurance in this city, as indicating to some extent its business. This insurance includes boat hulls and cargoes, and only embraces property at risk on the rivers. It may be considered as evidence of the trade for the last four years only. The first insurance office was established in this city in March, 1831, but did a very small business until the year '37. In the summer of 1837, five other offices were established, and one other during the fall of 1838. By reference to the books of these companies, we find that the total of their Marine risk amounts to the sum of \$58,021,986.

This sum by no means includes all the property at risk on the rivers. Many of our merchants insure in the East and South—some do not insure at all—and there are hundred of emigrants and travellers constantly on the river, with large amounts of property not insured. If we add to the above sum 33½ per cent. for property not insured, or insured in other places, and at risk on the rivers, (and this sum many shippers think below the mark,) we have a total of \$77,362,648, at risk during the above period. Is not this sum sufficient to demand of the Government its aid in protecting and securing it from dangers incident to the river navigation.

I have collected a few items which may be regarded as constituting the leading articles of the export trade of this city, and the country of which it is the commercial emporium.

The receipts of LEAD at St. Louis are thus stated. For the last three years, from the Galena Mines, as follows :

In 1839,	there were received	375,000	pigs.
In 1840,	"	390,000	pigs.
In 1841,	up to Jan. 1st, 1842,	425,000	pigs.

This lead is shipped to New Orleans, except so much as may be consumed in the city, or sent to the Ohio. The Lead Mines of Washington and other counties are below St. Louis, and it is generally shipped, mainly by St. Louis houses and boats, to New Orleans. I find the receipts at New Orleans for the three past years, stated as follows :

In 1839,	-	-	300,000	pigs.
In 1840,	-	-	352,000	pigs.
In 1841,	up to 1st Jan. 1842,		423,000	pigs.

A pig of lead averages 69 lbs., consequently, the amount of lead received here this season amounts to 29,325,000 lbs.,* and at the average price in this market, (3½ cents,) the value of this trade is \$1,026,375.

The Mines in the South part of Missouri are estimated to yield about one-fourth or one-fifth of the product of the Galena Mines, and the whole lead trade may be safely stated as not short of \$1,300,000. Of this article more than a million of dollars worth is transported within a few hundred miles of the whole navigable length of the Mississippi, is subject to the risks and increased charges created by the obstructions at the Des Moines Rapids, and to all the delays and dangers from snags in other parts of the river.

Another item of our trade, and which is swelling in importance every year, is TOBACCO.

To show its importance we here incorporate a letter addressed to us by a house in this city, who are extensively engaged in the trade, and the extent of whose connexion with it, will be appreciated by the fact, that they, last year, took out an open policy of insurance on tobacco, above the amount of \$500,000. From the attention they have devoted to the subject, their statement may be relied upon as very nearly correct:

"A. B. CHAMBERS, Esq.

Dear Sir: In answer to your inquiries in relation to the Tobacco Crop of Missouri, we reply, that the shipments this season, [1841] do not vary materially from 9,000 hhds., of which number at least 8,500 pass St. Louis. The relative quality and value, will be found nearly as follows:

2,000	hhds, Strips,	worth in Europe	\$175	\$350,000
2,500	" Firsts,	" N. Orleans,	120	300,000
2,500	" 2nds,	" " "	70	175,000
1,500	" X's,	" " "	50	75,000
500	" Kings and bulls eye,	" " "	25	12,500

\$912,500

From the best estimate that can be formed of the growing crop, it will range from 12 to 15,000 hhds., but prices will not be equal to last year."

FURS AND PELTRIES form another important item of the trade of this city. The trade carried on by the American

*The returns of the U. S. Marshal's for 1840, give the total amount of lead produced in Illinois, Missouri, Wisconsin and Iowa, for 1840, at 29,065,884 lbs.

Fur Company, which is known to be very extensive, and by other independent traders, including the trade of nearly all the north and northwestern Indians within the jurisdiction of the United States, centres at this point. The importation to this city of cloths, blankets, and other fabrics for this trade (exclusive of annuities, the pay of hands and the outfit of expeditions, boats, &c. &c.) is set down by men familiar with the trade, as rising \$225,000. The exportation of furs, buffalo robes and peltries, the proceeds of that trade, which go to the Atlantic cities, independent of home consumption and the amounts which were sent to the Ohio and other portions of the west, for the year 1841, amounted to between \$350,000 and \$400,000, and the whole trade for that year may be safely set down as greatly exceeding half a million of dollars.

The foregoing forms but a portion of the large capital invested in this trade, the extent of which will be more forcibly presented to the reader when he reflects, that it includes the furs and skins collected by the various Indian tribes from the Mississippi to the Pacific, and from the Columbia to the California. The American Fur Company was originally incorporated with a capital of one million of dollars, and into this and the Messrs. Bent's Company on the Arkansas, have been merged many smaller companies. They employ several steam and other boats, and several thousand men. Their boats, at least once a year, ascend the Missouri to the mouth of the Yellow-stone, freighted exclusively with supplies for trade with the various Indian tribes between the State line and that river, and also, for the tribes extending from thence to the Rocky Mountains and the Pacific.

The valuable furs and skins collected throughout nearly all that large tract of country, as also those purchased of the Mexicans, traverse a portion of these rivers and are subject to the great risks and losses which occur upon them. This trade, which might be rendered by proper protection, of immense value to the U. States, has suffered so many impediments and drawbacks from the inattention of Government, that large portions of it have been diverted into other channels and foreign markets; not the least of the impediments are the obstructions and dangers of navigation.

HEMP is another of the staples of this section, and is fast becoming a leading article of trade in this city. There are already two large manufactories of bagging and bale rope

here, and several rope walks, and there are a number of establishments in various parts of the State. A gentleman engaged in the trade states the amount of hemp manufactured and exported last year, at 1,460 tons. He also remarks:—"I would say the quantity grown in this State was 15 or 1600 tons; of which 380 tons were shipped to Kentucky, 20 tons to New Orleans, and the balance manufactured in this State. This was done in 1841, the growth of 1840. The crop of 1841 will from the best information I can obtain be more than double that of the preceding year, and the crop of 1842 judging from preparations now making will not be less than *ten thousand tons*. In this last estimate I include the State of Illinois, the people of which are now turning their attention to the culture of hemp."

This hemp in a raw state would be worth about \$200,000, but, manufactured as most of it was, and shipped to the south where it is used, the value may fairly be set down at double that sum.

But the most valuable export from St. Louis, and the country connected with it, is that of PORK, BACON and LARD.—This trade is carried on to a great extent by every town on the rivers above St. Louis. Hogs constitute one of the chief articles of the Farmer's attention, and probably ninety-nine out of every hundred of them raise more or less for sale. It is impossible to arrive with precise accuracy at the aggregate amount; but a few partial details will show something of its extent.

During the present winter 47,000 hogs were slaughtered at Alton, averaging 200 lbs. each, and giving 9,400,000 lbs.; which, at the average price of Pork, Bacon and Lard, would be worth at least \$800,000. At Peoria, on the Illinois river, during the same season, 10,000 hogs were slaughtered, averaging 212 lbs. each, and equal to 2,120,000 lbs. It has been estimated by men engaged in the shipping, and by others engaged in the pork trade, that the Illinois river, with the Alton trade, sends out, annually, not less than 8,000 tons of Pork, in various states of preparation, as bulk and barrelled Pork, Bacon and Lard. In 1840 the steamboats St. Louis, Selma, Majestic, Vandalia and the Prairie, the latter twice, (five of the largest boats in the New Orleans trade) received full freights in that river, the larger portion of which was Pork. The St. Louis on that occasion, brought out between 8 and 900 tons of freight. Assuming this estimate as correct, and

taking the average price in the St. Louis market for 1841, it will give rising of a million and a half of dollars, as the value of the trade of that river in this item alone.

The Mississippi river and the Missouri furnish about an equal quantity. It is, however, proper to remark, that a large portion of that produced on the Upper Mississippi, in years past, was consumed in the lead mines, by the Indians, and at the military ports in that quarter. A considerable portion of that produced on the Missouri, was also consumed by the Indians, the Fur Company, and the U. S. Army on the frontier. Nevertheless, it nearly all passed along some portion of the rivers, and was subject to the dangers incident to the navigation.

Flour and Wheat are important items of our export trade. It is worthy of remark, that within the last three years, Flour was imported into this city for consumption from the Ohio river; now, however, the increase of our agricultural products is such that, during the last season, Wheat and Flour were exported from this city, and the surrounding country, to Cincinnati and other cities and towns on the Ohio.

By a statement made up from the books of the principal dealers in this city, as also from information received from Alton, it is computed that during the year 1841, about 174,000 barrels of Flour, and more than 237,000 bushels of wheat were shipped from this port, of which a large portion of the Wheat and some Flour went to the Ohio. The remainder, after deducting the army, and other supplies of Flour for the frontiers, was shipped to New Orleans and thence to the Atlantic cities. We have before us notices of sales of rising 50,000 bushels of Illinois wheat in New York, Philadelphia and Baltimore. From the high price of this article during last fall, the favorable state of the weather for sending it to market and for its production, it is fair to presume that it will be more than doubled next year. If we put the price of the flour at \$5 per barrel, and wheat at 50 cents per bushel, they show an aggregate of \$988,500.

Again, nearly every boat for the south carries horses, mules, cattle or hogs. About 1500 horses, 2300 mules, and 6000 head of cattle were shipped by boats during the year 1841 to the south. In many instances by flat or keel boats.

In addition to the foregoing articles of trade we might, if time and space permitted, give statements concerning the

following articles, each of which amounts to several thousand dollars per annum, viz : Beef, Corn, Oats, Potatoes, Whiskey, Shot, Onions, Hides, Castor Oil, Corn Meal, Beeswax, Butter, Beans, &c. &c.

This country may be said to be in its infancy in regard to its *exports*, for it is but a few years since it was able to furnish more than enough for home consumption. In fact, in many quarters, the influx of immigration was so large and rapid as to create a demand for many articles greatly exceeding the supply. Henceforth, however, the exports of our surplus productions must increase with each successive year.— Our favorable position, the fertility of our soil, the immense amount of land annually brought into cultivation, the facility of navigation which we ought to possess must give us the control of the Southern Market; and large amounts of our produce will find their way to the manufacturing districts of New England, in exchange for their fabrics, and to the Planters of the West Indies and the Southern Continent. It is not asserting too much to say, that the capacity of the country connected with St. Louis, is sufficient to supply the whole United States with bread stuffs and meat. Those who know the immense mineral resources of the country on the north and the south of us, and the coal at hand to manufacture them, will readily admit the possibility and probability of our one day supplying the whole civilized world with iron and lead. That the native ores exist of unequalled richness and purity, sufficient to furnish this supply there is no question. But our obstructed and dangerous navigation affects the attempt to develop these, as they do other resources of the country.

Having thus imperfectly enumerated some of the important items of our exports, and attempted, by such means as have been within my reach to show their value and to explain something of the dangers to which they are exposed by the unimproved condition of the rivers, I proceed to consider the value of the *importations* into this city. I class as importations all such fabrics and articles as are brought to this market from the East, South or the Ohio, not the growth or manufacture of this quarter.

Various methods have been resorted to to arrive at a correct statement of the imports, and without pretending to accuracy, I have no hesitation in saying that in 1841, they rose to full twenty millions of dollars. I have not the space, nor does a proper regard for the private affairs of the merchants

who have furnished explicit statements of their individual transactions justify me in giving all the evidence collected on this subject; but I will submit some general results which go far to prove the correctness of my conclusion.

By reference to the books of thirty-five of the merchants engaged in the grocery, commission and auction trade, it has been ascertained that they imported to St. Louis, during the year 1841:

40,395 sacks of coffee,	
11,107 hogsheads of sugar,	
estimating the coffee at 163 lbs. to the sack, and 12½ cents per lb., which is about the average price here, the entire value may be stated at	\$823,048
Each hogshead of sugar weighs, on an average, about 1000 lbs., and is worth, say 7 cents per lb., equal to	\$777,490
Total,	\$1,600,538

It may not be improper here to remark that a Sugar Refinery in this city employs a capital, invested in Havana sugar, of rising \$80,000 per annum, the product of which is exported in every direction from this place. But a small portion of the importations for the Refinery, last year, are included in the above estimate, nor are any of the importations of Havana, or refined sugars brought to this market included, which amount to a very large sum. It is not an over estimate to say that the importations of sugar and coffee exceeded \$2,000,000, in the last year.

Statements from the five principal Iron houses in the city, and the two Foundries, show that there was imported in 1841, 2,953½ tons of bar iron, nails, &c. About 561 tons of castings and 812 tons of pig metal. The statement of iron, nails, and castings does not embrace the amount which may have been imported by more limited dealers, and is exclusive of the importations of the hard ware merchants. In the items of coffee, sugar and iron, it is proper to remark, that the statements do not include large amounts which have been shipped direct to places above this city. If allowance be made for these items it will swell the amount, at least, one-fourth or one-third more.

Much has been said of the attempt to impose *a duty* on some of these articles, deemed essential to every section of the country, and to all classes of society. But if we put the

original cost of these importations at \$2,500,000, and allow that the price to the consumer has been enhanced only one per cent. by reason of the dangers and difficulties of navigation, it will be seen that the people are *taxed* the sum of \$25,000; which *duty* is paid, not to support this Government, but because of its wanton negligence of a portion of its duties.

Many other important articles, which contribute to swell the import trade of St. Louis, might have been referred to, but neither time nor opportunity has been afforded to procure information touching them. Among them are salt, tea, cotton and woollen fabrics, and a large variety of manufactured articles.

On referring to several merchants, I find that hardware, queen's and china wares, German and French goods, linens, wines and liquors, are imported directly into this city, from Europe, to the amount of several hundred thousands of dollars annually.

The trade carried on with Santa Fe and the States of New Mexico amounts, on an average, to about \$400,000 annually. The goods pass through this city, many of them are purchased here, are transported by boats to Independence, on the Missouri, and from thence carried in wagons across the country. This trade employs from 100 to 150 wagons.

The supplies for the U. S. Army at the various stations in the West, all of which are transported over some of these rivers, including arms, clothing, rations, &c. &c., amount to within eight hundred and one million of dollars per annum.

The Superintendent of Indian Affairs at this place, estimates the supplies necessary, including annuities, rations, &c. &c., which the Government is bound to disburse to the Indian tribes embraced in his superintendancy, during the year 1842, at \$391,160. During 1841, they were nearly half a million, and in previous years they have amounted, owing to treaties, &c., to several millions of dollars.

It may safely be said that the Government has to ship on the Mississippi, on her own account, and by her officers, and by contractors for her Army and for the Indians, from one to two millions of dollars worth of property every year. This sum is not likely to be diminished as the number of Indians removed west of the Mississippi is annually increasing, and the Army, it is reasonable to presume, will be proportionally increased. It has often happened too, that she has had large sums at risk on a single boat, and

if the boat had struck a snag and sunk, her loss or the loss of the contractors, would have equalled the sum asked for a year's operation in removing the obstructions.

Nor does the Government escape extra pay, for the hazard arising from the dangers of navigation, whenever it becomes necessary for her to supply a distant post, at a time when the water is low, she is compelled to pay in proportion to the increased danger. We are informed by an officer, that in 1839 the Government had to pay as high as six dollars a hundred for transporting pork from this place to Fort Snelling. The usual price of freight to that point is about \$1 50, but the boats feared the low stage of the water, and expected that they would be unable to re-cross the Des-moine Rapids, on their return, yet it is known that \$100,000 judiciously applied, would enable boats to cross the Rapids at the lowest stage of water. (*See Appendix B.*)

The obstruction by the Rapids operates as a charge upon the whole population on the Mississippi, above them. The charges upon every thing which the people of Iowa, Wisconsin and the northern part of Illinois receive or send to market, are increased by reason of them. When the water is high, boats cross them with ease and freights are low; but when the water is low, the danger is considerable and the charges increased in proportion. It is not extraordinary for freights between Galena and this place to vary from 40 to 1 50 cents, per hundred pounds a season. This is a serious charge on the lead trade, often preventing its being sent to market at the proper time unless at ruinous rates, and is operating injuriously on the agricultural interest. Boats engaged in the trade suffer repeated injuries from striking the rocks, wearing out in a few years their bottom planks, breaking holes in them, causing them to sink. It has been found entirely practicable, at a comparatively trifling expense, to cut a channel through the rocks, sufficient to admit of the passage of any boat engaged in the trade at the lowest stage of water. The work was commenced by Government and progressed in one season, and then abandoned, at a great sacrifice of machinery, boats, &c., for the want of money to continue it.

Government, when she ships by her officers, we believe, does not insure, but if the amount which had been paid by her contractors for insurance, could be ascertained, it would, we presume, equal the amount required for the pro-

posed improvements. Government, however, has not escaped from losses by snags, but has sustained several, the total of which we have no means of arriving at.

One, however has come to my knowledge, which is so much in point and so forcible an illustration of the consequences and the dangers, that I record it. In the fall 1838, the steamboat Alton from New Orleans, for this port, having on board 45,000 muskets, belonging to the United States Government, worth \$600 or \$700,000, struck a snag opposite Cape Girardeau and knocked a hole in her. She immediately commenced sinking, but was kept up until her freight was discharged. Nevertheless, about four hundred boxes, or one fourth of the whole, were greatly injured by the water, and nearly the whole were more or less damaged. It is conceded by all boatmen, familiar with the river, and the occurrence, that nothing but the great strength of the Alton's hull, and the exertions of her officers and crew, prevented her from going down; in which event the whole cargo would have been lost. As it was, the Government had to pay a considerable sum for salvage and other expenses; was kept nearly four months out of the use of the arms, and if the vessel had gone down, the Government would have lost more in this single shipment than it would cost to free the Mississippi and Missouri from snags.

It seems to us that the amounts which Government has annually at risk on these rivers, are of themselves large enough to arrest the attention of Congress, and justify a liberal appropriation. But when the consequences of a war with the Indians is contemplated, a result not beyond the range of probability—when the delays that must inevitably ensue, and the losses which might be sustained, are considered—further delay might well be esteemed culpable.—At present, the obstructions in the Missouri are so great that no boat, having a proper regard for her own safety, ventures to run in the night, even in time of the highest water.

Another item which will show something of the extent of our trade, is the *amount of exchange sold* in this city, during the past year.

This is probably the fairest general test which has come within the range of our enquiries. It should be kept in mind however, that it is, to a considerable extent an evidence of the extent of the exports and imports. To create exchange it is necessary that money or property, to that amount should

be placed in the place drawn against; and, secondly, men only use exchange to pay a debt incurred. There are exceptions to this general position; but in the majority of cases, in a commercial community, the exchange sold is an evidence that valuables to that amount have been exported to the places on which the exchange is drawn, and that imports have been made to an equal amount.

To arrive at a correct statement, I procured from the Bank of Missouri, the several Companies, the principle Brokers, and two or three commercial houses—in all fourteen—the amount of exchange sold by them during the year 1841.—The total amount furnished is \$9,548,601. This amount was sold by fourteen houses, and does not embrace the sales by several large houses, nor the numerous sales which occur almost daily on the street. If a proper allowance be made, the entire amount sold in this city, might safely be set down at \$15,000,000.

In procuring statements, I confined my enquiries to those who sold at rates, which did not, in general, admit a re-sale in this market; consequently, at least, the sum of \$9,581,601 has been used to pay foreign debts, or, in other words, to pay for importations. Now, if we allow that produce, money and articles of value have been sent from this point to an equal amount, on which this exchange is predicated, we have indubitable evidence that \$19,163,202, (and by the estimate \$30,000,000,) has, at various times within the year, been afloat on the Mississippi, and liable to all the dangers which attend its navigation.

The above, is merely the exchange sold. I have had no means of arriving at the large sums carried in monies, by our merchants to the East and South, and used in their purchases. Every merchant takes more or less and many, especially those going to the South, carry their whole funds in specie or bank notes. Such has been the rate of exchange that merchants, particularly those situated in the interior, will keep such funds as may be used without loss, for months. Neither does the foregoing embrace any of the large amounts of foreign debts paid by the direct shipment of produce.—The high rates of exchange has caused many merchants to meet their debts by sending directly to their creditors various articles of produce, the proceeds of which were applied to the payment of their debts and not drawn against. The number and amount of these transactions we are assured are very large.

From all these facts, we do not estimate the trade of this city too high when we place it at \$35,000,000 per annum the amount of exports and imports combined. Valuables, in some shape or other, to this extent, pass and re-pass during the year along the river and are liable to be lost or damaged, and are subject to the increased charges which result from the dangers of the navigation. Is not this a sum of sufficient magnitude to demand the attention of the Government?

Another item in which the importance of the trade of this city is manifested, is her shipping and tonnage. And here it may be remarked, we have data about which there can be no cavil.

On the Mississippi and its tributaries there are in all 437 boats, of which about 186 visited this port during the year 1841, at various times, and about 150 are employed in the St. Louis trade, the whole or a great portion of the year.—The United States Surveyor and Inspector of the port furnishes the following returns for the last four years.

1838.			
No. of boats licensed and enrolled,	-	-	89
" " owned here,	-	-	52
" " Lost,	-	-	13
Amount of Tonnage,	-	5814	87
" " lost,	-	2082	70
3732 16-95ths.			
1839.			
No. of boats licensed and enrolled,	-	-	82
" " owned here,	-	-	45
" " Lost,	-	-	13
Amount of Tonnage,	-	8028	13
" " lost,	-	2127	75
5857 27-95ths.			
1840.			
No. of boats licensed and enrolled,	-	-	65
" " owned here,	-	-	40
" " Lost,	-	-	14
Amount of Tonnage,	-	7388	93
" " lost,	-	2140	56
5248 37-95ths.			
1841.			
No. of boats licensed and enrolled,	-	-	102
" " owned here,	-	-	81
" " Lost,	-	-	14
Amount of Tonnage,	-	12862	56
" " lost,	-	2344	
10,318 56-95ths.			

From the above report of the Surveyor and Inspector of the port, it appears that in the four years past the whole number of boats enrolled were 338, and the losses in the

same time 53, being over 15 $\frac{1}{2}$ per cent., or more than *one-sixth* of the whole number.

Fully nine-tenths of these losses have been occasioned by snags and obstructions in the navigation, and the same ratio of losses which appears in the St. Louis enrolled boats will be found to obtain in regard to boats enrolled in other districts and trading to this port. Is it in the reason of things, that the shipping interest can stand this loss of property, unless they impose a corresponding charge upon their passengers and freights? As inevitable as effect, follows cause, must the people of this country *be taxed in proportion to these losses.*

The following is a return of the amount of tonnage enrolled in several of the most important western and northern ports up to September last:

Tonnage.				Tonnage.			
Pittsburgh,	-	-	12,000	Sandusky, O.,	-	-	2,643
Wheeling,	-	-	2,460	Cuyahoga, O.,	-	-	2,514
Cincinnati,	-	-	12,062	Miami, O.,	-	-	2,222
Louisville,	-	-	1,591	Detroit,	-	-	11,422
Nashville,	-	-	4,733	Buffalo,	-	-	4,916
New Orleans,	-	-	126,612				

The following is a table of Tonnage of vessels, which have entered the ports of New Orleans.

1832	232,061	1837	273,460
1833	301,470	1838	446,717
1834	323,035	1839	439,405
1835	358,411	1840	549,847
1836	323,721	1841	521,644

As confirmatory of the foregoing, and as a further evidence of the extent of the trade, I subjoin the report of the Harbor Master of St. Louis, for the last three years, including all the items embraced in his return as showing something of the trade of this city, viz:

Whole number of arrivals of steamboats for the year '39,	1,476	No. of shingles,	6,422,500
Amount of tonnage,	213,198	“ of staves,	487,350
do do lumber,	10,099,616	“ of hoop-poles,	44,850
Cords of wood,	16,648	“ of rails,	8,960
Shingles,	10,589,600	Arrivals of steamboats from	
No. of arrivals of steamboats from Jan. 1st, 1840, to Jan. 1st, 1841,	1,721	Jan. 1st, 1841, to Jan. 1st, 1842,	1,928
Whole amount of tonnage,	244,186	Tonnage,	262,661
Average tonnage,	142	Average tonnage,	136
No. of arrivals of flat boats,	56	Cords of wood at the wood landing	4,596
“ of feet of lumber,	9,977,875	Below the creek, about	2,000
“ of cords of wood,	25,114	Feet of lumber,	9,550,928
		Shingles,	8,512,710
		Staves,	382,169

The following is a list of the boats owned in whole or in part in St. Louis, during the year 1841. Each of them were directly engaged in the trade of this city, and are exclusive

of about 58 boats which were engaged in the same trade, but owned at other places, and about 42 boats, which occasionally visited this port when the condition of freights rendered it expedient to do so :

TONNAGE.		TONNAGE.	
1. Amaranth, ...	218	43. Malta, ...	114
2. Agnes, ...	86	44. Minerva, at Alton, .	208
3. Ariel, ...	100	45. Maid of Orleans, .	277
4. Alton, ...	360	46. Maid of Arkansas, .	150
5. Baltic, at Quincy, .	150	47. Meridian, ...	227
6. Boreas, ...	156	48. Monsoon, ...	200
7. Brazil, ...	160	49. Mermaid, ...	157
8. Belle of Mississippi,	305	50. Mungo Park, . . .	86
9. Bowling Green, . .	148	51. Madison, ...	322
10. Caroline, ...	407	52. Merrimack, ...	250
11. Chester, ...	220	53. Nauvoo, ...	100
12. Col. Woods, . . .	134	54. Oregon, ...	225
13. Chippewa, ...	100	55. Osage Valley, . . .	166
14. Emilie, ...	206	56. Oceana, ...	170
15. Eagle, ...	65	57. Otter, ...	92
16. Exact, ...	85	58. Omega, ...	145
17. Eliza, ...	206	59. Osage, ...	130
18. Detroit, ...	121	60. Ohio, ...	122
19. Demoine, ...	91	61. Platte, ...	200
20. Fayette, ...	112	62. Pre-emption, . . .	181
21. Gen. Brady, . . .	215	63. Pavillion, ...	100
22. Gipsey, ...	80	64. Pearl, ...	85
23. Glaucus, ...	191	65. Pawnee, ...	250
24. Goddess of Liberty,	250	66. Rienzi, ...	173
25. Gulnare, ...	276	67. Rosalie, ...	145
26. Gen. Pratte, . . .	342	68. Rapids, ...	110
27. Gen. Leavenworth,	160	69. Ripple, ...	38
28. Galena, ...	135	70. Rhine, ...	118
29. Huntsville, . . .	139	71. Rock River, U. Miss.,	55
30. Icelander, ...	116	72. Shawnee, ...	165
31. Iowa, ...	150	73. Sarah Ann, ...	162
32. Iatan, ...	173	74. St. Louis, ...	538
33. Ione, ...	170	75. Trapper, ...	168
34. Indian Queen, . .	139	76. Thames, ...	135
35. Illinois, ...	109	77. Tennessee, ...	86
36. Little Red, ...	201	78. Troubadour, . . .	180
37. Loyal Hannah, . .	76	79. Tide, ...	100
38. Louisa, ...	268	80. U. S. Mail, ...	140

39. La Salle, . . .	100	81. United States, . .	338
40. Mary Tompkins, .	224	82. Visitor, . . .	90
41. Meteor, . . .	356	83. Warsaw, . . .	38
42. Missouri, . . .	585		

Total,* - - 14,571

It will be seen, that during the year 1841, there were owned in whole or in part, by citizens of St. Louis, 83 boats, the aggregate tonnage of which amounted to 14,571. Several of these boats have been sunk or otherwise destroyed; but taking the cost of such as have been sunk or broke up at their value at the time of their loss, and the remainder at their present value, the whole may be set down as worth \$942,500. The original cost of these boats was about \$1,-376,750.

There is now built or building, for the opening of the trade of 1842, the following boats :

The Phoenix, Alexander Scott, James M. White, John Perry, Champlain, Osprey, Julia Chouteau, Caspian, Weston, Charlotte, Eclipse, a boat in the place of the Platte, and a boat in place of the Merrimack, three new boats for the Illinois trade, Mr. Coonce's new boat, a new mail boat, and two new boats for the Upper Mississippi trade. Several of our citizens are now receiving estimates for other boats; but they are not in such a state of forwardness as to justify a notice of them. The aggregate tonnage of these new boats is 6,184 tons, and the aggregate cost \$519,900. If all the new boats contemplated this season are brought out, their united tonnage will not fall short of 7,250 tons, and their aggregate cost will be between \$600 and \$650,000.

It is proper however to remark, that the whole tonnage of St. Louis will not be increased to this additional extent, for, during the past season, several boats have been sunk and lost, and a number have been broken up, being considered no longer sea-worthy. Nevertheless, there will be some increase of tonnage.

In the statement of tonnage I have taken the Custom House measurement; but all our boats carry a great deal more, and in a majority of trips, their freight exceeds the registered tonnage. Again, it should be considered that these boats, unlike ships, are freighted and unloaded with great

*Mr. Cist, in his Cincinnati of 1841, gives a list of 88 boats, owned in that District—aggregate tonnage 12,714.

despatch, perform their trips regularly, and the longest will seldom exceed 15 days. Some of them perform a trip every day, others two or three trips a week, and the New Orleans boats from one to two trips per month, so that the boats and their cargoes may be said to be almost continually at risk, and liable to the dangers of the river.

The foregoing facts pertain alone to the business of St. Louis. If similar statements could be obtained from Louisville, Cincinnati, Pittsburgh, and New Orleans, the inquirer would be able to form a tolerably correct idea of the extent and value of the trade on the western rivers. It would be of great interest if there were any means at hand to ascertain a complete list of the boats owned in these cities, employed entirely or in part in the trade to this city and to points beyond it. And it is proper here to remark, that during the past season several boats were run direct from the Ohio river to Peoria on the Illinois, and to Galena on the Mississippi. Several boats were also employed in a direct trade from N. Orleans to various points on the Missouri river. These boats make St. Louis a stopping point, sometimes for several days; but not the termination of their voyage.

I would call the attention of the reader to the fact, that the above statistics apply chiefly to the Mississippi and its tributaries, *above the mouth of the Ohio*, and it is to the condition of the rivers above that point that I am most desirous, at this moment to direct the attention of Congress.

From the mouth of the Ohio to this place, more property has been lost by snags, in the last four years, than on all the other parts of the river and its tributaries. This has been owing to several causes: First, the river is generally deeper below than above the mouth of the Ohio; and, Secondly, the channel has never been improved above, to the extent it has been below. For a time the improvements above were stopped, by the objection, that the Government could not constitutionally expend money above a port of entry, and when this was obviated by making St. Louis a port of entry, the Government was either not in a mood, or in condition to give relief. The snag boats which the Government built and owned, have been employed but a small portion of one or two seasons on this part of the river; and when first employed, their labors, as I have been told my men running on the river, availed but little if any thing toward making the channel less dangerous. For several years past these boats have

not been employed on the Mississippi, and if any improvement was made, it has doubtless been destroyed by subsequent floods.

The harbor or line of the city fronting on the river, at St. Louis, is one of the most beautiful in the West. It has a rocky shore, being nearly in the shape of a semi-circle, the crown nearly in the centre of the city. It is considered safe, and it is rarely the case that less than forty, and often more than fifty boats are to be seen at the landing—forming a line of floating palaces nearly two miles in length. The boats lie with their side to the shore, the bow resting against the wharf and the stern thrown out beyond the bow of the boat below.

The arrival of the first steamboats within the memory of all the old settlers of the city, (in 1816 or '17) and in 1833 and '4 the arrival of a boat a day, or five or six per week, was considered a brisk business. Now, in the business season, or when the water is in a good stage, from twenty to thirty arrivals and departures per day, is not an extraordinary thing. By the return of the Harbor Master, it will be seen, that the average of the arrivals alone, during the year 1841, was nearly five and a half per day, throughout the year. Allow for the time the navigation was partially suspended by ice, and low water, and my statement above will be found to be supported by the official return.

I mention these things not to boast of the trade of this city, but to point attention to the necessity of improving, and keeping in good condition the harbor at this place.

At present it is in a dangerous condition, and liable, by the sudden mutations which often occur in the channel, to be rendered useless. Some idea of this difficulty and the remedy is here attempted:

In front of the city, extending above the upper or northern line, lies Bloody Island, the foot reaching nearly to the lower end of the city. Between the foot of Bloody Island and in front of all the lower part of the town, lies a bar or Island, called Duncan's Island. The head of this bar makes up along the front of the city several squares north of Market street. The foot of the one and the head of the other, renders it, in low water difficult for boats to get to the landing. Duncan's Island leaves the lower half of the city without any landing whatever. If by any sudden or extraordinary rise, the main channel was thrown on the east, or Illinois side of

Bloody Island, the harbor would be totally destroyed. Works were commenced and continued to some extent by the U. S. Government, when they were suspended for the want of appropriations. A large portion of the money was expended uselessly, the work proving of no utility. Another portion has proved of some benefit, and if continued, would, it is confidently believed, soon accomplish all that is desirable.— This part of the work consisted of a dyke, or dam, thrown from the head of Bloody Island to the Illinois shore, by which the main body of the water is forced to the Missouri shore. The action of the water is fast carrying away Duncan's Island, and if the dyke could be kept up, and proper breakwaters, or other protection be given to the west side of Bloody Island, so as to keep the current on the head of Duncan's Island, the bar which now obstructs the entrance of the harbor would soon be removed, and a landing obtained along the entire front of the city. An appropriation of \$20 or \$30,000 per annum, for three years, judiciously applied, would accomplish this work. The river would perform the principal labor, and it would only require the aid of man at times, and at particular places.

As evidence of the necessity for some action on this subject, one or two facts of recent occurrence may be stated:

During the low water, a few weeks since, several boats, coming in and going out, struck on the bar at the head of Duncan's Island, and remained the entire day. The Pavilion, a boat of light draught and without freight, a few weeks ago, struck and remained on the bar opposite the foot of Chesnut street, from early in the morning until late in the evening. But a few days since, (20th of January last,) the steam Ferry Boat, Ozark, in crossing from the foot of Market street to the opposite landing, struck a snag and sunk. She was afterwards raised, a good deal damaged, and at very considerable cost to the owners.

I submit it to the candor of a reflecting public, whether justice does not demand that a harbor, in which may at all times be counted from thirty to fifty vessels, and where there are often thirty and forty arrivals and departures per day, should be improved, at least so far as to prevent the injurious and mortifying occurrences which I have just mentioned? Is it right or just to this people, that vessels, arriving or departing should be thus detained, *in the harbor*, in sight of the city? Or is it proper that a harbor, where such a num-

her of boats arrive and depart—where such large amounts of valuable property are constantly accumulating, should be so insecure that even the ferry boat, in crossing from shore to shore, is liable to be sunk and lost? The above is a faithful representation of what the commerce of this portion of the West is suffering, from the neglect of Government.

It would be to the interest of the citizens of St. Louis, as it would be in accordance with their wishes, to do the work necessary to the improvement of their harbor, themselves.— They have made several attempts to carry out the works commenced by the Government, and, at various times, have expended in all about \$40,000; but at every attempt they were met by the jurisdiction of Illinois, brought into requisition by private individuals, conceiving themselves injured by the works. Again, it is exceedingly questionable how far the City, or even the State authorities have the power to build works beyond the limits of the State.

I have thus attempted to show something of the extent of the trade of St. Louis—to give some idea of her shipping, and of her business generally. I submit the facts and arguments to the consideration of the representatives of the nation; and with confidence demand whether they are not sufficient to justify and require their interposition, and a liberal appropriation for the purposes mentioned?

To return to the shipping trade of St. Louis, the next enquiry will be the losses which have been sustained by reason of the snags and other obstructions in the rivers.

Looking at the books of the five Insurance Companies in this city up to November last, I find the aggregate of their losses on hulls and cargoes, to have been \$1,036,060. By reference to a previous statement which I have given, the times when the Insurance Companies went into operation will be seen. The above loss may, therefore, be set down as occurring in less than four years, or since the spring of 1837. This sum, if it had been properly appropriated, would have been sufficient to have removed the snags, improved the Rapids, and completed the works in the harbor of St. Louis.

It should be born in mind, that this loss has been sustained almost exclusively by citizens of St. Louis, as nearly the whole of the stock of her Insurance Companies is owned at home. During the same period, many of the Eastern and southern insurance offices, and several of the Companies on

the Ohio have sustained heavy losses by the sinking of St. Louis boats. The precise extent of loss sustained by Companies not of St. Louis, cannot be ascertained, but by the best lights we have, aided by the judgment of men conversant with the matter, it is estimated, that it will not fall below \$600,000, giving an aggregate on hulls and cargoes, in less than four years, of \$1,636,060. To this might be added at least 33 $\frac{1}{3}$ per cent. for losses sustained on property not insured, making a total of \$2,113,415. I feel confident that this is not beyond the mark.

In a letter of the Secretary of the Treasury to Congress, dated 12th Dec., 1828, returns are given of all the boats lost in the United States. Of the 228 boats lost, 114 of them were on the Mississippi and its tributaries, and 50 of these were lost by snags. Two boats are reported to have been lost by snags on the Chattahoochie river, Ga. With this exception, all the boats lost by snags have been on the Mississippi or its tributaries. This fact shows that dangers of this kind are peculiar to this river, and are such as no other stream present.

I subjoin a list of boats lost by snags and obstructions in the rivers during 1839, '40 and '41. These lists are not complete, for no perfect record has been kept, but so far as they go they may be relied upon as correct:

In 1839.

Owego, struck a rock and sunk, mouth of Ohio.
 Pawnee, struck a rock and sunk, Grand Tower.
 Howard, snagged and sunk, Missouri river, near St. Charles.
 Livingston, snagged and sunk, in Red river.
 Alice Maria, snagged and sunk, in the Mississippi.
 Shylock, struck a rock, in Mississippi.
 Gen. Brady, snagged and sunk, in the Missouri, near Loutre Island.
 Alert, snagged and sunk, in the Missouri.
 South Alabama, snagged and sunk, on the Mississippi.
 Sylph, snagged and sunk, in the Ohio, below Portsmouth.
 Casket, snagged and sunk, in the Ohio, near the mouth.
 Sultan, snagged and sunk, in the Mississippi, at Island No. 2.
 Rienzi, snagged and sunk, near the Grand Tower, in the Mississippi.
 W. L. Robeson, snagged and sunk, near the same place.
 Corsican, struck a log and sunk, 10 miles below Selma, in the Mississippi.
 Josiah Nichols, struck a rock and sunk, in the Ohio, below Shawneeton.
 Elk, snagged and sunk in the Missouri, 70 miles above the mouth.
 Camden, snagged and sunk, in the Missouri, 80 miles above the mouth.
 Arrow, snagged and sunk, in the Mississippi, near Bayou Sarah—\$10,000 in specie lost.
 Trader, snagged and sunk, in the Mississippi.
 Knickerbocker, snagged and sunk, in the Mississippi, near the mouth of the Ohio.
 Bridgewater, snagged and sunk in the Mississippi, near Fort Adams.
 Return, snagged and sunk, in the Yazoo.
 Gen. Gainer, snagged and sunk, in the Ohio, near the mouth of the Wabash.
 Danube, snagged and sunk, in the Ohio, near the Three Sisters.

The total loss of boats reported for this year was 40. Of this number 32 were entire—snagged 21—struck rocks and other obstructions 7—burnt 5—burst their boilers 4—run in to by other boats 4. There were snagged on the Mississippi 11—on the Missouri 4—on the Ohio 4—on the Yazoo 1—on the Red River—1.

In 1840.

Danube, a new boat, snagged and sunk, on the Ohio, at the Three Sisters.
 Somerville, snagged and sunk, in the Mississippi, below Memphis.
 Kensington, snagged and sunk, in the Mississippi, at Island No. 67.
 Corsican, snagged and sunk, in the Mississippi.
 Selma, snagged and sunk, in the Mississippi, at the head of Island No. 66.
 Pawnee, from this port, snagged below Vicksburg, compelled to discharge freight and return to repair.
 Bedford, snagged and sunk, in the Missouri, six miles above the mouth. Several lives lost—supposed 12.
 Daisy, snagged and sunk, in the Arkansas, above Little Rock.
 Naomi, snagged and sunk, in the Missouri, at the mouth of Grand River. Government had \$19,000 in specie on board, which was saved.
 Ottawa, struck a rock and sunk, in the Illinois, above Peoria.
 Wm. Paris, snagged and sunk, in the Ohio, below Wheeling.
 Gen. Brady, snagged and sunk, at Tower Island Shute, Mississippi.
 Pocahontas, snagged and sunk, in the Missouri, 26 miles below Council Bluffs.
 Corinthian, snagged and sunk, in the Mississippi, a mile above Commerce—had 200 tons freight in.
 Euphrase, snagged and sunk, in the Missouri, below Glasgow.
 Wm. French, snagged and sunk, in the Mississippi, at Flint Island.
 Richmond, sunk at the Louisville locks.
 Brilliant, snagged and sunk, in the Mississippi, above N. Orleans—1024 bales of cotton on board.
 Elba, snagged and sunk, in the Mississippi, at Island No. 25.
 Flying Dutchman, snagged and sunk, in the Mississippi, 20 miles below Natchez.
 Tiger, snagged and sunk, in the Mississippi, at Island No. 26.

By the foregoing list the total number snagged and sunk, this year, was 21. Of these 12 were in the Mississippi—4 in Missouri—3 in the Ohio—1 in the Illinois. The total number of losses this year, of which we have any account, is 41.

In 1841.

Brazil, struck a rock, on the Rapids and sunk, Mississippi.
 Maid of Orleans, snagged and sunk, at the head of Hat Island, in the Mississippi.
 Clarksville, snagged and sunk, at old Red River cut off, Mississippi.
 Agnes, struck a rock and sunk, on the Rapids, Mississippi.
 John Marshall, snagged and sunk, at Island No. 34, Mississippi.
 Keystone, snagged and sunk, at the Arkansas.
 Caroline, snagged and sunk at Plumb Point, Mississippi. Her cargo was worth about \$60,000.
 Malta, snagged and sunk, in Teetsaw Bend, Missouri.
 Chief Magistrate, snagged and sunk at Island No. 96, Mississippi.
 Platte, snagged and sunk, at Sliding Island, Mississippi.
 Tchula, snagged and sunk, two miles above the mouth of the Ohio, Mississippi.
 A. M. Phillips, snagged and sunk, above the mouth of the Ohio, Mississippi.
 U. S. Mail, snagged and sunk at Hat Island, Mississippi. She had 1500 barrels of flour on board from this port.
 Rubicon, snagged and sunk, at the Station, near Ste. Genevieve, Mississippi.—Heavy freight of flour and beans.
 Trapper, snagged at Kaskaskia Landing, Mississippi. Had to discharge her freight and return to repair.
 Zephyr, snagged and sunk, at Scuffletown Bar, Ohio. Full freight of dry goods and merchandize.

Gov. Morehead, snagged and sunk, at Hurricane Island, Ohio.
 Smithland, snagged and sunk, in the Mississippi.
 Vienna, snagged and sunk, in the Mississippi.
 Pensacola, snagged and sunk at the foot of the Three Sisters, Ohio.
 Peoria, snagged and sunk, in the Mississippi, above the mouth of the Ohio.
 Rienzi, snagged and sunk in the Mississippi, above the mouth.
 Vermont, snagged and sunk, in the Mississippi, at the head of Doolin's Sloop.
 Chester, snagged and sunk, in the Mississippi.
 Homer, snagged and sunk, in the Mississippi.
 Oregon, snagged and sunk in the Mississippi.
 Keokuck, snagged and sunk in the Mississippi.
 Wm. Paris, snagged and sunk in the Mississippi.
 Baltic, snagged and sunk, in the Mississippi.

Of the foregoing 29, 24 were sunk or injured in the Mississippi—3 in the Ohio—1 in the Missouri and 1 in the Arkansas. The whole number of accidents, resulting in sinking, of which we have any accounts amounts to 49.

As the previous remarks have been confined to St. Louis, I subjoin a table of boats engaged in the St. Louis trade, which were lost during the year 1841. It may be proper to remark, that this statement has been made chiefly from the books and returns in the insurance offices, and may therefore be relied upon.

The Vermont, sunk between St.				Rubicon,	do	do	9,000
Louis and the month of the				Smithland,	do	do	9,000
Ohio, valued at				Platte,	do	do	15,000
Rienzi,	do	do	8,000	Zephyr in the Ohio,			8,000
Peoria,	do	do	5,000	Ripple, Upper Mississippi,			5,000
Chester,	do	do	20,000	Brazil, sunk on the U. Mississippi			8,000
Homer,	do	do	6,000	Caroline, do below mouth Ohio,			35,000
Maid of Orleans	do	do	25,000	Chief Magistrate	do	do	15,000
Oregon,	do	do	20,000	Baltic,	do	do	12,000
Keokuck,	do	do	6,000	Malta, sunk on the Missouri,			15,000
Wm. Paris,	do	do	12,000	Missouri, burnt at the wharf,			50,000
A. M. Phillips	do	do	6,000				
Tchula,	do	do	15,000				
U. S. Mail,	do	do	15,000				
							\$321,000

The foregoing is nearly a complete list of the boats in the St. Louis trade lost by snags in '41. The value in many cases is put down at less than the rate at which they were insured, and in every case far below their first cost, which would not fall below half a million of dollars.

Of these vessels, in most instances, not exceeding fifteen per cent. has been saved from the wreck, and in many cases, much less. The books of the underwriters show an average saving of less than fifteen per cent., and whatever is saved is generally of so little value in point of practical utility, that the whole might well be set down as an entire loss.

To the loss of hulls there is to be added the loss of cargoes, which, by a careful estimate made from the best means in the

possession of the insurance offices, may be set down as exceeding the sum of 470,000—making the total loss on hulls and cargoes within the year, \$620,500.

The Missouri was burnt at the wharf, but no cargo was lost in her. By the Brazil and Agnes, which were sunk on the Upper Mississippi, a small portion of the cargo was lost, and the loss of cargo on the Malta, on the Missouri, in our estimate is set down at \$10,000. From these facts it appears that the loss on hulls in the Mississippi, between this port and New Orleans, has been 240,000, and on cargoes 438,000. Of these amounts, the whole, except perhaps the loss of the Baltic, is chargeable to the snags in the river.

Another fact is particularly deserving of attention. Fourteen of the above boats were snagged and sunk at various points between this port and the mouth of the Ohio, a distance of about one hundred and eighty miles. This distance, with an expenditure of less than one half the sum actually lost upon it, could be rendered as safe as any other portion of the river. In some places the expenditure would be comparatively trifling.

It should be borne in mind, that the above figures are drawn chiefly from the Insurance companies, and do not include large sums which have been insured elsewhere, nor do they include the many amounts not covered by insurance. In many instances, emigrants and other persons have lost their *all* by the snagging of a boat, and in some instances the *deck* passengers could barely escape, not having time to save their clothing or anything else.

It will be noticed, too, that I have confined myself to cases where the boats have sunk. There are, however, large sums annually lost by injuries sustained from snags, where the boat strikes but does not sink, and in cases where she sinks, but is afterwards raised. It is impossible to arrive at a precise estimate of the amount of incidental loss, such as the loss of trips, being thrown out of employment, losing the advantage of high stages of water, hire of hands and expense of repairs, &c. &c., which result from the snagging of boats, in cases where they were repaired. The Dry Dock Company at this place furnishes the following list of boats which have, at various times in 1841, been compelled to go on the dock to repair their hulls from damages sustained from snags. Some of them, it will be seen, were on the dock two or three times during the season.

Troubadour,	Peoria,	Gen. Leavenworth,
Shawnee,	Detroit,	Indian Queen,
Maine,	Empire,	Monsoon,
Col. Woods, docked twice,	Eradicator,	Rapids,
Ibex,	Agnes,	Ariel,
Rosalie,	Illinois,	Iatan, docked thrice,
Goddess of Liberty,	Marmion,	Pavilion,
Glaucus,	Brooklyn,	Trapper, docked twice,
Emilie, docked twice,	President,	Louisville,
Bowling Green,	Ione,	Tennessee,
Huntsville,	Des Moines,	Algonquin,
Rhine,	Illinois,	s Barges,
Tide,	Omega,	Wm. French.

The dock charges for repairing, re-building, &c. during the year, amounted to \$39,443. When it is remembered that this only applies to the hulls of the boats, the intelligent reader will be able to form some estimate of the total expenditure resulting from this cause. For my own part, I believe that \$200,000 for the year 1841, will fall below the actual loss sustained by the owners of boats in the St. Louis trade from snags and other obstructions, where the boats were not totally lost. During the year '41, ten or twelve boats have been repaired at the Dock at Cairo, and an equal number at the Dock at Smithland.

From the facts here given, it will be seen that a large majority of the accidents by snags have occurred on the Mississippi above the mouth of the Ohio, and the Missouri. In 1839, there was expended on the Missouri, about \$20,000, and 2,245 snags were removed from the channel, but the work was not by any means equal to the necessity, the boats employed being of too great draught to operate in the low stage of the river. Many of the worst snags could not be reached at all. In the Mississippi, between this city and the mouth, little or nothing has at any time been done, though repeatedly urged on the attention of the government by Capt. Shreeve, then the superintendent of the operations of the snag boats on the lower Mississippi, Arkansas, &c. I cannot more forcibly close these remarks than by an extract or two from the reports of Capt. Shreeve, made to the Engineer Department in December, 1839. Speaking of the improvement of the Missouri, he says—

“From the experience of the past season’s work in that river, I find the snags quite as easy to remove as those found in any part of the Mississippi river, and believe it practicable to improve the Missouri and keep down the annual accumulation of snags in it, so as to render its navigation quite as

safe as any of the western rivers by the labor of one snag boat of a suitable construction for that service.

"I would therefore recommend an appropriation sufficiently large to build and fit out a snag boat of the lightest possible draught of water, having sufficient strength to stand the drudgery of the work, which is very great. To effect that object I would recommend a snag boat built of iron up to her decks, on the same plan as those now in use, an estimate for which I herewith submit, amounting to \$40,976, together with a statement showing, as near as possible, the comparative weight of material and difference of draught of water, between the iron and timber boat of the same dimensions."

Again in the same report he remarks:

"It is confidently believed that one good boat, kept constantly at work during the whole year, (except in the winter, when the river is frozen,) will be quite sufficient to keep down the accumulation of snags in the Missouri river, and in the Mississippi river between the mouths of the Ohio and Missouri rivers. The expense of working such boat will not exceed \$32,350, as per estimate herewith submitted. I would, however, recommend an appropriation of at least that amount, to be expended by the snag-boats belonging to the Mississippi river below the Ohio river, at times when they cannot work in the Ohio and Mississippi rivers, from Louisville to New Orleans, to advantage, while a boat for the Missouri may be building; which cannot be completed to work earlier than the summer of 1841.

That part of the Mississippi river between the mouth of the Ohio and the mouth of the Missouri river has some very dangerous snags in it, in which a number of heavy losses have been sustained, by sinking of steamboats, in the last two years. There have been no snags removed from that part of the Mississippi for the last three years, and it never was worked through by the snag-boats at its lowest stages of water. I would, therefore, beg leave respectfully to recommend that provision be made for the improvement of that part of the river as early as practicable. I also beg to be permitted here to state that much censure has been cast on me by the public, on account of the situation in which that part of the river has been for the last two years; during which time I have not had charge of that part of the river, and the gentleman in whose charge it was placed had no means at his control by which the snags could be removed; consequently, nothing has been done to improve it.

Since the operations of the snag-boats on the Missouri have been closed I have been up as far as Westport, some fifteen miles above where the boats worked to. My business was to examine the present condition of that river. Captain R. E. Lee, of the United States engineers, accompanied me on that trip. I found the river much changed in its appearance for the better, and evidently much improved in its navigation throughout its whole course. There are still many very dangerous obstructions in some of the bends, and at several places there are thick clusters of snags, through which boats are compelled to pass at very low water; all of which can be removed, if sufficient means be afforded to execute the necessary work. There was no snag met with by the boats, during their stay in that river, that they were not able to remove. I am also of the opinion that much more than one half of the whole number of snags that were in the river, in the 385 miles through which the boats worked, have been removed; not, however, taking into the calculation such as are imbedded in the sand-banks, and are liable to be uncovered by the shifting of the channel through those bars.

The opinion of one so long and so intimately identified with the improvement of the navigation of the western rivers, so capable to form a correct conclusion on this subject, hav-

ing the benefit of so long an experience in the business can require no commendation from me to give them force and secure them respect.

The foregoing embrace a few of the facts which tend to show the justice and necessity of the demand made by the people of the West, and especially by the citizens of St. Louis and the country connected with her in trade, on the prompt and liberal aid of the General Government in removing the obstructions from the rivers and her harbor. Many more facts might have been adduced and many more arguments might have been urged; but the foregoing, seems to me, to be sufficient to give to every intelligent mind some idea of the extent of the trade of this quarter, and the necessity for some improvement in the great thoroughfare of the West. With a full reliance upon the intelligence and integrity of the representative wisdom of the Nation, in Congress assembled, they are submitted without further enlargement, to their candid consideration.

A. B. CHAMBERS.

APPENDIX.

A.—Since the above report was submitted, I have ascertained from the Collector that there were granted during the year 1841, 698 merchant's licenses—497 grocers' licenses, and 70 inn and tavern licenses in the city of St. Louis. Merchants and grocers take out two licenses in the year.

The reports of the Weighers of Stone Coal and Hay, show that there were weighed during the past year, 849,438 bushels of stone coal, and 2,700 tons of hay.

A register kept at Darst's Bottom on the Missouri river, shows that there were made from this city, up that river, during the year 1841—162 trips by 28 different boats.

A few days since the steam Ferry boat, in crossing the river, having on board the stage and U. S. mail, struck on the bar and remained aground eighteen hours before she could be got off. The mail being unavoidably detained that time.

A report recently submitted by a committee to the Common Council of Alton gives the following, among many other items of the product of that place:

Pork—8,000,000 lbs., cut and packed during the winter of 1841-'42.

Lard—1,250,000 lbs. rendered during the winter of 1841-'42.

Beef—5,000 beeves slaughtered during the winter of 1840-'41. On account of the low prices, there was a falling off in this article in 1841-'42.

Tallow—100,000 lbs. rendered in the winter of 1840-'41.

Green and Dry Hides—10,000.

Wheat—200,000 bushels, from the crop of 1841.

Since the foregoing report was prepared, I have made the following table of exports from St. Louis to New Orleans per steamboats, taken from the manifests reported in Levee's Price Current, for the year 1841. A large amount of produce was carried south during the year, by flat and keel boats, which is not embraced in the above, nor do any of the exports to the Ohio or any of the sales along the coast appear in the above.

<i>Flax seed</i> —9 hhds., 3 tierces, 40 bbls.	<i>Green Fruit</i> —7650 bbls., 100 sacks.
<i>Tobacco</i> —8009 hhds. 2046 bxs. 73 bales	<i>Dried do.</i> —43 bbls.
<i>Wheat</i> —1 1/2 rce, 17,155 bbls, 49435 s'cks.	<i>Tallow</i> —632 bbls., 10 hhds., 3 boxes.
<i>Whiskey</i> —1,733 bbls.	<i>Bacon</i> —5284 hhds., 407 bbls., 174 boxes,
<i>Shot</i> —7,034 kegs, 674 bags, 10 boxes.	21,649 pieces, 129,000 lbs.
<i>Hides</i> —1041 b'les, 18 hhds. 24777 hides.	<i>Beef</i> —14 hhds., 8620 bbls., 363 hf. ditto.
<i>Hemp</i> —77 bales.	<i>Dried do</i> —22 casks, 187 bxs., 26 bbls.
<i>Castor Oil</i> —1,889 bbls., 15 half do, 21	<i>Corn</i> —98,804 sacks, 2396 bbls., 7900 bus.
hhds., 51 boxes.	<i>Flour</i> —82,419 bbls.
<i>Corn Meal</i> —254 bbls., 89 sacks.	<i>Lard</i> —4264 bbls., 525 half do., 1 hhd.,
<i>Buffalo Robes</i> —3,278 bales.	55,355 kegs.
<i>Beeswax</i> —43 hhds., 28 bbls., 2 half do, 7	<i>Lead</i> —456,708 pigs, 677 box bar.
sacks.	<i>Oats</i> —487 bbls., 18,224 sacks, 978 bus.
<i>Rope</i> —11,162 coils.	<i>Potatoes</i> —4995 bbls., 5963 sacks, 14 hhds.
<i>Butter</i> —38 bbls., 24 half do, 3,436 kegs.	<i>Pork</i> —50,586 bbls., 197 hf. do., 31,609
<i>Bagging</i> —6,839 pieces.	pieces, 1,578,774 lbs., 38 boxes, 177
<i>Beans</i> —4,155 bbls., 612 sacks, 3 casks.	hhds.
<i>Furs and Peltries</i> —946 packages.	<i>Onions</i> —611 bbls., 451 sacks, 150 bush.

B.—As an additional evidence of the necessity of some improvement of the Rapids, I here append the substance of a report of a committee appointed at a public meeting of the citizens of Burlington, Iowa, to ascertain the amount of extra freight and losses, per annum occasioned by the Rapids. This statement will be more properly appreciated, and the trade and the travel of the country more correctly judged, when it is remembered that Burlington was not in existence eight years ago, and the statement she furnishes could be equalled by many other towns on the Mississippi, above the Rapids:

The whole amount paid for freight and passage between St. Louis and Burlington during the year 1841, is	\$49,251,50
From which deduct the probable amount of freight and fare, if the obstructions were removed,	\$25,950,00

Loss	23,301,50
To which add the loss by re-shipping, &c.,	27,500,00
Making a difference in favor of unobstructed navigation, or an annual loss to Burlington and vicinity of	\$50,000,00
The committee further reported, that their estimates were made after a careful examination of the books of the merchants in that city, and will fall short of the actual yearly loss. All of their calculations were based on the expenses, &c. when the river is high.	

